

MEMORANDUM

To:	John Shaw, Seattle DPD	Date:	January 31, 2005
From:	Dan McKinney, Jr., Transpo	TG:	03069.00
cc:	Joe Stallsmith, Simon		
Subject:	Northgate TIA – Response To Scope of Work Comments		

The following memorandum responds to questions/comments that have been raised regarding the scope of work for the Northgate Shopping Center traffic impact analysis. This includes questions/comments regarding trip generation, study intersections, driveway counts, study period, off-site pedestrian analysis, and parking. These headings are identified in **bold** with a general summary of questions/comments that we have heard in *italic*, followed by our response.

Trip Generation – *Questions have been raised regarding trip generation estimates and how they compare to actual data.*

As documented in the GDP analysis, existing driveway counts were compared to trip generation estimates using data from the ITE Trip Generation manual. The results of the analysis indicated that ITE Trip Generation estimates were found to be similar but slightly higher than actual driveway counts collected in 1998. Northgate Shopping Center matches the description provided for Shopping Center in ITE Trip Generation and falls within the range of studies that have been compiled. This analysis uses the same methodology for calculating trip generation as was used in the GDP analysis and provides a sound means for estimating future trips.

Study Intersections. *It has been suggested that we evaluate all of the driveway access points to the development, which would include adding two driveways on Northgate Way and one driveway on 5th Avenue in the northeast corner of the development near the existing Key Bank. It was also suggested that off-site intersections be included in the evaluation.*

The scope of work is focused on the major driveways with the highest volume where operations would be impacted the most. Of the three driveways that are being requested for the analysis, the two driveways on Northgate Way are right in/right out only and the driveway on 5th Avenue effectively operates that way during the peak hour due to queue back-ups from the Northgate Way/5th Avenue intersection. These driveways are also located furthest away from the redevelopment and are the lowest utilized driveways based on monthly average data collected by Northgate Mall. It should be noted that the furthest east driveway on NE 103rd Street was also one of the lowest utilized driveways but is being evaluated due to the close proximity of redevelopment in the southeast corner of the site. No major shifts in traffic are anticipated at the driveways in the northeast corner of the site due to the turning

movement restrictions at these locations, being located away from the areas that are being redeveloped, and the lower use of these driveways.

Off-site intersections will be evaluated as part of the CTIP analysis. The proposed redevelopment is not anticipated to generate more traffic than the existing development could generate at full occupancy so no off-site impacts are required for evaluation.

New Driveway Counts. *It has been requested that new data be used in evaluating the driveway operations.*

At the time the scope of work was created it was not known what driveway counts were going to be available from the CTIP analysis. Transpo has recently received new data that was collected as part of the CTIP analysis for the main driveways, which will now be used for the analysis. This includes counts collected in 2003 and 2004 for the following driveways:

- NE Northgate Way/3rd Avenue NE
- 1st Avenue NE/NE 107th Street
- 1st Avenue NE/NE 105th Street
- NE 103rd Street/3rd Avenue NE
- 5th Avenue NE/NE 106th Street

New driveway counts will also be collected at the remaining driveways, which will provided an overall picture of the driveway utilization. The driveways proposed for study would remain the same unless the counts at the driveways in the northeast corner reveal some unexpected results.

The data from the most recent driveway counts were compared to the 1998 driveway counts collected for the GDP. This comparison of the counts shows a reduction of approximately 325 peak hour trips at the main driveways, which accounts for the office and theater uses now being vacant.

Study Hour. *It was requested that the peak hour of the shopping center be evaluated as well as the peak hour of the adjacent street.*

The weekday PM peak hour of the adjacent street is actually the same as the weekday peak of the shopping center. This is the peak one hour of traffic between 4:00 and 6:00 p.m. and is the time period that the City of Seattle typically evaluates traffic impacts and uses as the basis for street and roadway design. This will be the time period evaluated in the analysis.

Transpo also reviewed the most recent hourly traffic volume counts from the Seattle Department of Transportation and determined that overall traffic volumes are higher

in the area during the weekday peak hour. A closer look at the data shows peak hour traffic volumes on the weekends are 15-25 percent lower on the 1st Avenue, 5th Avenue and 103rd Street corridors with Northgate Way having a slightly higher (less than 10 percent) peak hour volume on Saturday. Since overall traffic volumes are lower on Saturday and the majority of additional traffic is anticipated to utilize the driveways along 1st Avenue and 103rd Street (where most of the redevelopment is occurring) the weekday PM peak hour is the most appropriate study period for evaluation.

Off-site Pedestrian Connections and Mitigation. *It was requested that potential conflicts and mitigation be addresses for the off-site pedestrian connections.*

Off-site pedestrian connections will be identified in the traffic analysis for the Northgate Mall but a detailed evaluation of the potential conflicts and possible mitigation will not be evaluated. It is our understanding that the CTIP analysis will be completing a detailed evaluation of the pedestrian connections and recommending mitigation where appropriate.

Parking Analysis. *It was requested that we consider the parking leases when dealing with the parking analysis.*

The parking analysis will focus on the required parking codes established by the City of Seattle and the estimated parking demand. Our understanding is that there are no agreements with off-site properties that would impact the parking analysis.